

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2862

Name: MD 126 OVER GWYNNS FAUL

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>A</u> <u>B</u> <u>X</u> <u>C</u> <u>D</u> Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> <u>None</u>	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number BA-2862

SHA Bridge No. 3067 **Name:** MD 126 over Gwynns Falls

Location:

Street/Road Name and Number: MD 126 (Gwynn Oak Avenue)

City/Town: Woodlawn **Vicinity** X

County: Baltimore

Ownership: X State County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X no
 NR listed district NR determined eligible district
 locally designated other
 Name of District

Bridge Type:

 Timber Bridge

 Beam Bridge Truss-Covered Trestle Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge

 Swing Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

 Metal Girder

 Rolled Girder Rolled Girder Concrete Encased

 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

 Metal Cantilever

X ConcreteX Concrete Arch Concrete Slab X Concrete Beam Rigid Frame Other Type Name **Description:****Describe Setting:**

Bridge 3067 carries MD 126 over Gwynns Falls. MD 126 runs in east west direction and crosses southern flowing Gwynns Falls. The area surrounding the bridge is moderately developed with a mixture of early-twentieth century and post-World War II housing and modern development.

Describe Superstructure and Substructure:

Bridge 3067 is a double span filled concrete arch bridge widened on both sides with 2 concrete beam spans each 30 feet wide. It is difficult to determine what remains of the spandrel walls of the original concrete arch. The arch has 2 spans with clear lengths of 41-feet each and a rise of 10 feet. The total length of the bridge is 86 feet with a 68 foot 10 inch roadway. There are 8 beams supporting the widened sections of the structure. The overall width is 83 feet 1 inch. On the northern side of the arch there are 5 beams approximately 18 inches wide and 2 feet 9 inches tall. The southern side of the arch has the remaining 3 beams with approximately the same measurements. There is a 23-foot raised concrete and vegetated median separating the 2 travel lanes which are each 23 feet wide on the deck of the bridge. The median is along the alignment of the Baltimore Transit Company's streetcar right-of-way. Concrete abutments with wingwalls and a solid shaft concrete pier support the superstructure.

The present condition of the concrete arch is difficult to gauge because of its encasement in concrete beams. However, the arch barrel was repaired in 1994 with pneumatically applied mortar. The repaired areas continue to exhibit cracks with light efflorescence. In addition, there are areas of hollow soundings within the barrel. The pier wall has been repaired with gunite. The exterior beams have been repaired with pneumatically applied mortar. Within the repaired areas there are still spots of minor spalling and fine random cracking. The interior beams are heavily spalled and have been repaired throughout with both spans. According to a 1996 inspection report, the bridge is in fair condition with a sufficiency rating of 79.7.

The parapets date to the 1938 extension. The builders used an open parapet design. The reinforced concrete railing consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between the posts and railings. The open parapet design is a variation of the solid panel railing. The panels are provided with openings and solid panels separate the expansion joints. Presently both the northern

and southern parapets have medium to heavy scaling with some spalling along random posts throughout the structure.

Discuss Major Alterations:

The bridge is a 2-span filled concrete arch bridge widened with concrete beam spans to the north and the south. The original concrete arch was built to service the trolley lines circa 1903. In 1930, the southern beams were added to the arch in order to accommodate automobile traffic. The original parapets of the arch were removed and a sidewalk was added. The northern concrete beams were added in 1938 and the remaining arch parapets were removed and a sidewalk was added to the north. The original arch carried a 21-foot 8-inch trolley line down the center of the bridge.

History:

When Built: circa 1903, 1930, and 1938

Why Built: Carry street car, and later auto, traffic along Gwynn Oak Avenue from Baltimore City Line

Who Built: Baltimore Transit Company and State Roads Commission

Why Altered: To expand road to carry automobile traffic

Was this bridge built as part of an organized bridge building campaign: No, this bridge was not built as part of an organized bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

☒ **A Events** ☐ **Person**
☒ **C Engineering/Architectural**

This bridge is eligible for the National Register under Criteria A and C, as a significant transitional bridge. It is eligible under Criterion A for its association with the development of the trolley lines in Baltimore and with the rise and development of Gwynns Oak Park. The bridge is eligible under Criterion C as a significant example of a concrete arch trolley bridge that was widened to accommodate vehicular traffic into the park.

Was this bridge constructed in response to significant events in Maryland or local history?

Yes, the original arch bridge was constructed circa 1903 to carry the electric transit lines from Baltimore City to the county. Streetcars operated in Baltimore from 1859 to 1963. At the turn of the century, Baltimore's electric transit lines were responsible for ferrying a large portion of the City's residents to and from home and work. The line was originally the

Walbrook, Gwynn Oak, and Powhatan Railroad (W.G.O. & P.), that later was absorbed by the Baltimore Traction Company. All the major lines in Baltimore were consolidated in 1899 as the United Railway and Electric Company. The arch bridge was built to expand the transit lines to the Gwynn Falls area. In addition, the transit lines carried passengers to Gwynn Oak Park, an amusement park at the end of the line. The park was founded in 1894 by the W.G. O. & P. and continued to operate until 1974. The park outlasted the trolley system, and was the longest surviving park associated with the United Railway and Electric Company. The park was the site of a landmark civil rights confrontation July 4, 1963, culminating 5 years of protest that ended with the integration of the park on August 28th.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

Yes, this bridge is located in an area that may be eligible for future historic designation and would not detract from a possible district.

Is the bridge a significant example of its type?

The existing structure does not wholly represent an early-twentieth century concrete transit bridge or a 1930s standard concrete beam bridge. The structure has elements of both, and is significant as an example of an early concrete arch bridge that was widened with concrete beam sections, once in 1930 and again in 1938. It is an early example of a trolley bridge that was widened to accommodate vehicular traffic.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, this bridge no longer retains the integrity of its original design. The widening which occurred damaged the character defining elements of the arch. In addition, the existing deteriorated condition of the beams places their integrity in doubt.

Is this bridge a significant example of the work of the manufacturer, designer and/or engineer?

No, this bridge is not a significant example of the work of a manufacturer, designer, or engineer.

Should this bridge be given further study before significance analysis is made and Why?

No this bridge should be given further study.

Bibliography:

Farrel, Michael R.

1992 *The History of Baltimore's Streetcars*. Greenberg Publishing Company, Sykesville, Maryland.

Harwood, Henry H., Jr.

1984 *Baltimore and Its Streetcars-A Pictorial Review of the Postwar Years*. Quadrant Press, Inc., New York.

Wirtz, Paul, ed.

1988 *Baltimore and Streetcars, 1926*. Baltimore Streetcar Museum, Baltimore, Maryland.

Surveyor:

Date: December 1997

Organization: Wallace, Montgomery & Associates/P.A.C. Spero & Company

Address: 40 West Chesapeake Ave., Suite 412, Baltimore, Maryland 21204

Telephone: (410)296-1635 **Fax:** (410) 296-1670

Revised by P.A.C. Spero & Company, July 1998.

Maryland Historic Highway Bridges

Bridge Type CONCRETE ARCH

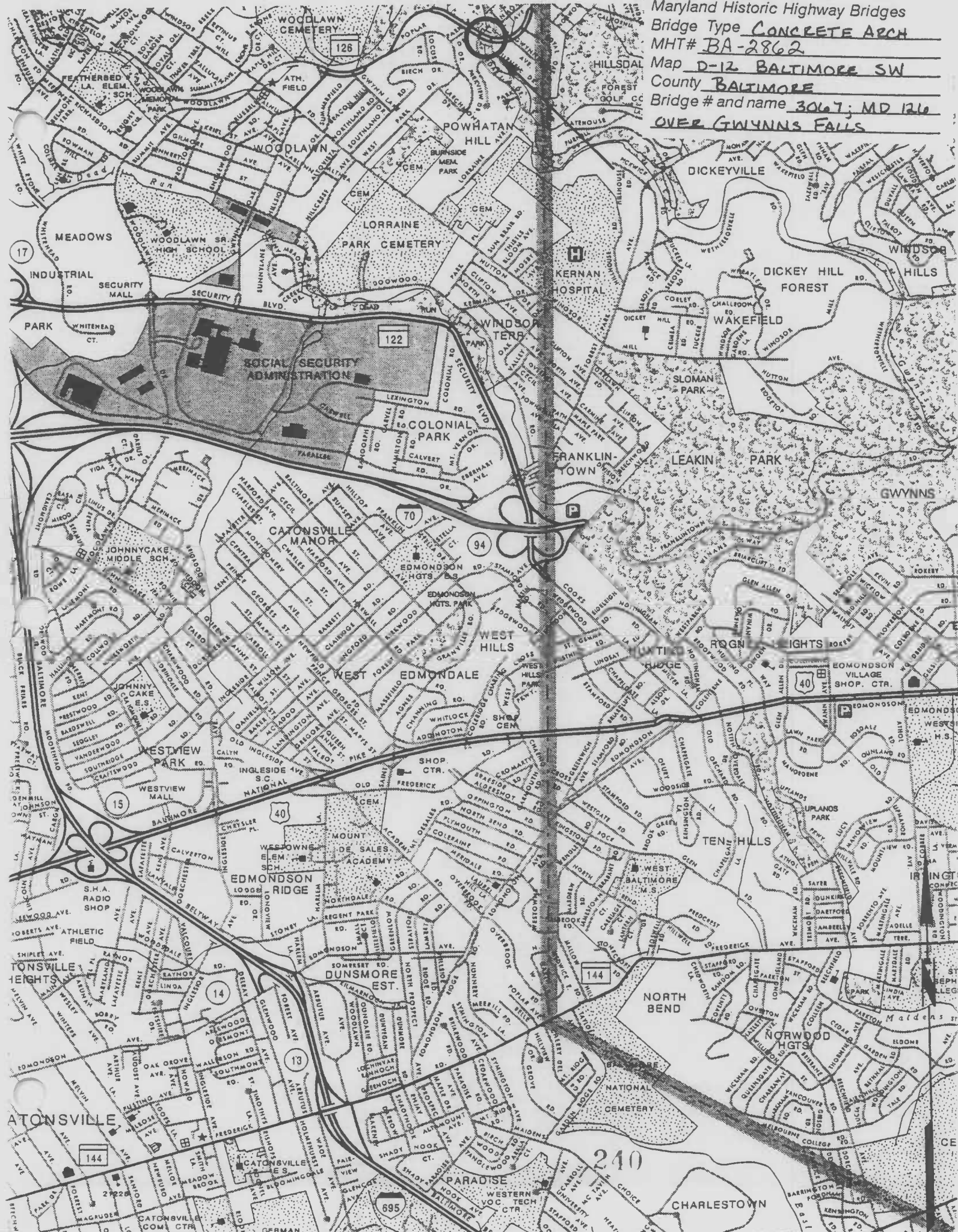
MHT# BA-2862

Map D-12 BALTIMORE SW

County BALTIMORE

Bridge # and name 3067; MD 126

OVER GWYNNS FALLS





1. BA-2862
2. 3067, MD 126 OVER GWYNNS FALLS
3. BALTIMORE COUNTY
4. WALLACE, MONTGOMERY & ASSOC.
5. 12/97
6. MD SHPO
7. ELEVATION LOOKING UPSTREAM
8. 1 of 5



1. 2A-2052
2. 3067, MD 126 OVER Gwynns Falls
3. BALTIMORE COUNTY
4. WALLACE, MONTGOMERY & ASSOC.
5. 12/97
6. MD SHPO
7. ELEVATION LOOKING DOWNSTREAM
8. 2 OF 5



1. BA-2862
2. 3067, MD 126 OVER GWHNN'S FALLS
3. BALTIMORE COUNTY
4. WALLACE, MONTGOMERY & ASSOC.
5. 12/97
6. MD SHPO
7. LOOKING WEST
8. 3 OF 5

GWYNNS FALLS BRIDGE

1887 - 1888

STATE ROADS COMMISSION

6 CLINTON CIR - CHICAGO

HOWARD BRIDGE

JUN 17, 1911

W. H. WILSON JR - CHIEF ENGINEER

W. C. HOPKINS - SUPERVISOR

1. BA-2862
2. 3067, MD 126 OVER GWYNNNS FALLS
3. BALTIMORE COUNTY
4. WALLACE, MONTGOMERY & ASSOC.
5. 12/97
6. MD SHPO
7. BRONZE PLAQUE SOUTHWEST SIDE
8. 4 OF 5



1. BA-2862
2. 3067, MD 126 OVER GWYNNS FALLS
3. BALTIMORE COUNTY
4. WALLACE, MONTGOMERY & ASSOC.
5. 12/97
6. MD SHPO
7. LOOKING EAST
8. 5 OF 5

930 2843

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge 3067, MD 126 over Gwynn Falls Survey Number: BA-2862

Project: Maintenance of Bridge 3067 Agency: SHA

Site visit by MHT Staff: X no yes Name Date

Eligibility recommended Eligibility not recommended X

Criteria: A B XC D Considerations: A B C D E F XG None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on information provided by SHA, Bridge 3067 does not meet the National Register Criteria for individual listing. The two span concrete arch structure was widened on both sides with two 41-foot long concrete girder spans in 1937. The resulting hybrid structure is not representative of either a concrete arch or girder bridge type and lacks the integrity to meet Criterion C. Based on the available information, it is not significant under any other Criteria or located in a National Register eligible historic district.

Documentation on the property/district is presented in: Project file

Prepared by: Rita Suffness

Elizabeth Hannold
Reviewer, Office of Preservation Services

January 7, 1993
Date

NR program concurrence X yes no not applicable

[Signature]
Reviewer, NR program

1.7.94
Date

Qm2

Survey No. BA -2862

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles,
Prince George's and St. Mary's)
☒ Piedmont (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☒ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

☐ Subsistence
☐ Settlement

☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaption

IV. Historic Period Themes:

☐ Agriculture
☒ Architecture, Landscape Architecture,
and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☐ Transportation

V. Resource Type:

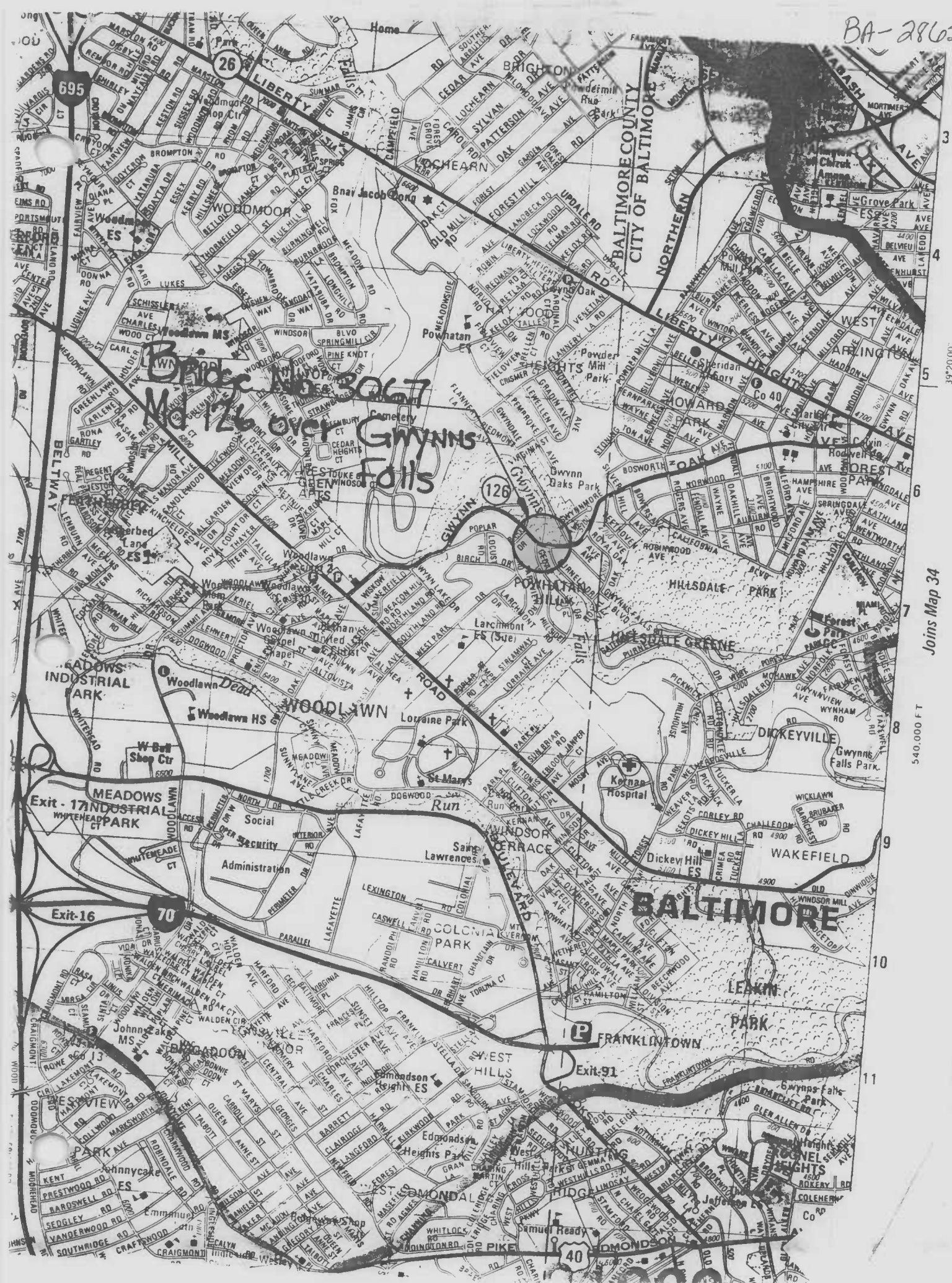
Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: NA

BA-2862



550,000 FT

39°20'00"

Joins Map 34

540,000 FT



BA-2862

BRIDGE NO.

3067

DATE _____

AUGUST 1 1986

MD 126

Gwynn Falls

Cf

U.

50-55

EAST SIDE

D...

DE

WEST SIDE

LOOKING T

OTHER (DESCRIBE)

 NORTH
looking at ~~EAST~~ SIDE



BA-2862

BRIDGE NO.

306T

DATE

AUG 1 1986

MD 126 OVER

GOYONS FALLS.

CI

L

SIDE EA E

L

DE WEST SIDE

L

OTHER (DE CRIBE)

LOOKING AT SOUTH SIDE